Federal Aviation Administration

MMEL Policy Letter 73, Revision 4

Date:	April 18, 2006
To:	All Region Flight Standards Division Managers All Aircraft Evaluation Group Managers
From:	Manager, Air Transportation Division, AFS-200
Reply to Attn of:	Manager, Technical Programs Branch, AFS-260

MMEL GLOBAL CHANGE

PL-73 is designated as GC-144

This GC is an approved addendum to all existing MMEL documents. The operator may seek use of the specific relief contained in the policy letter by revising the Minimum Equipment List (MEL). In doing so, the sample proviso stating the relief in the policy letter must be copied verbatim in the operator's MEL. Approval of the revised MEL is gained utilizing established procedure, through the assigned Principal Operations Inspector (POI).

SUBJECT: MMEL Relief for Emergency Medical Equipment

MMEL CODE: 25 (Equipment & Furnishings)

REFERENCE: PL-73, Revision 3, dated September 24, 2004
PL-73, Revision 2, dated September 19, 2001
PL-73, Revision 1, dated August 15, 1997
PL-73, Original, dated March 4, 1994

PURPOSE:

The purpose of this policy letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for the deferral of approved emergency medical equipment, which includes Emergency Medical Kit, First Aid Kit, and Automated External Defibrillator.

DISCUSSION:

Revision 4 provides limited dispatch authority for Emergency Medical Kits, Automated External Defibrillators and/or First Aid Kits (AED) that do not meet minimum FAA requirements.

Revision 3 provides clarifies that equipment in excess of FAR associated with Emergency Medical Equipment can be missing or inoperative.

Revision 2 expands previous MMEL relief for First Aid Kit to include relief for all Emergency Medical Equipment.

Revision 1 reformatted policy letter 73 with no change to policy.

Emergency Medical Equipment is required by Title 14 Code of Federal Regulations (14 CFR) which set forth the required number of First Aid Kits, Emergency Medical Kits (EMK), and Automated External Defibrillators (AED).

In order to support operational issues associated with the use of Emergency Medical Equipment, operators may elect to have additional equipment installed associated with the FAR required equipment. Examples of associated equipment includes: additional items in the EMK, First Aid Kit, or AED kits; kit seals, Sharps Container, Infection Control Kit, etc.

In response to the Aviation Medical Assistance Act of 1998, the Federal Aviation Administration (FAA) has issued a final rule dated April 12, 2001, titled Emergency Medical Equipment. The final rule requires that air carrier operators carry Automated External Defibrillators on passenger carrying aircraft and augment current Emergency Medical Kits. The final rule requires operators to comply by April 12, 2004.

A significant amount of data has been collected concerning in-flight Emergency Medical Equipment usage on air carrier airplanes. The data indicates the probability of use of medical equipment on a subsequent flight, after its initial use, is extremely remote. After diversion due to an in-flight medical event, replacement and replenishment of the Emergency Medical Equipment may be hindered by factors beyond the operator's control. This situation has the potential to expose a large number of passengers to more risk at the diversion airport than there would be if the aircraft was dispatched i/a/w the MMEL. This policy authorizes continued operation for a maximum of three flight cycles to a location where Emergency Medical Equipment repairs or replacements can be made.

POLICY:
(None Stated)

The following standard MMEL proviso and repair category is adopted to provide standardization among all MMELs.

25 Equipment & Furnishings

25-XX	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative**.**…
	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O)May be inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative**.**…

First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

Greg Kirkland, Acting Manager,
Air Transportation Division, AFS-200

PL-73, R 4 reformatted 02/04/2010 with no change in content.